

PRELIMINARY

Date of Commencement

1. These Byelaws shall come into operation 14 days after the date of the confirmation thereof by the Minister of Transport, as from which date the Byelaws made by the Trustees on the 29th day of October, 1951, as amended on the 22nd day of February, 1954, the 30th day of December, 1959 and the 25th day of September, 1961, shall be repealed, and any reference thereto in other Byelaws made by the Trustees shall as from such date and where the context so admits be construed as, a reference to these Byelaws.

Interpretation

2. In these Byelaws, unless there is something in the subject or context repugnant to such construction, the following words and expressions have the respective meanings hereby assigned to them:

'The Trustees' means the Trustees acting for the time being in the execution of the Shoreham Harbour Acts 1926-1962.

'The Harbour' means the Shoreham Harbour as delineated on the plan referred to in section 33 (Extension of the Harbour and prescribed limits) of the Act of 1949, but excluding therefrom the boating pool known as Hove Lagoon.

'Vessel' includes any vessel, ship, lighter, keel, wherry, barge, hulk, boat, raft, pontoon, floating of submersible container, houseboat and craft of any kind, howsoever navigated, propelled or moved, any hover vehicle and any seaplane on the surface of the water.

'Power driven vessel' means any vessel propelled by machinery, and includes sea planes, hydroplanes, hover vehicles and other similar craft.

'Small vessel' means any vessel the length of which between perpendiculars does not exceed 75 feet and the draft of which does not exceed 8 feet.

'Deep water channel' means the channel which is navigable by vessels the draft of which exceeds 8 feet.

'Fairway' means the channel which is navigable by all vessels including small vessels.

'Harbour Master' means the Harbour Master for the time being appointed by the Trustees and includes his assistants and any person duly appointed by the Trustees to discharge temporarily the duties of the Harbour Master.

'Master' when used in relation to any vessel means the person who lawfully or wrongfully has the command or charge of the vessel for the time being.

'Owner' when used in relation to any vessel means the person or persons entitled to possession of the vessel.

'Goods' means all articles and merchandise of every description and all wares in respect of which rates or dues are payable under the Shoreham Harbour Acts, 1926 to 1962.

'Rubbish' includes ballast, ashes, filth, cinders, chalk and other waste materials and substances.

'Steam whistle' means an efficient whistle or siren sounded by steam or some substitute for steam, provided that in relation to pleasure vessels, sailing vessels and small vessels, any mechanical or electrical horn capable of producing sound signals so placed that the sound will not be unduly obstructed and will be audible at a distance of at least half a mile, shall be deemed to be a steam whistle.

'Short blast' means a blast of about one second's duration:

'Prolonged blast' means a blast of from four to six seconds' duration.

Responsibility of Masters and Owners

The Master of every vessel and the Owner thereof shall severally be responsible for the due performance and observance as regards such vessel of such of the following Byelaws as shall apply to such vessel and when any vessel shall be under the direction of any pilot, such pilot shall also be responsible for such performance and observance but without relieving the Master and Owner of their responsibility.

II. AS TO NAVIGATION

Speed of Power driven vessels

5. Power driven vessels, except when outside the East and West Entrance Breakwaters, shall not proceed at a speed exceeding four knots through the water when going with the tide or navigating in non-tidal waters and shall not proceed at a speed exceeding four knots over the ground when going against the tide.

Passing vessels

6. A power driven vessel going against the tide shall in all cases give way to a vessel going with the tide.

Anchors to be ready

9. Every vessel when navigating the Harbour shall have its anchor and cable ready to let go in the event of any emergency requiring their use for the safety of such vessel or any other vessel or property.

Towing

Every power driven vessel having any vessel in tow shall attend upon such vessel until the same is properly moored or secured.

Power driven vessels about to turn to sound four short blasts followed by either one or two short blasts

11. When a power driven vessel (which includes a tug with a tow) is about to turn round by night or by day she shall sound four short blasts on the steam whistle in rapid succession followed after a short interval if turning with her head to starboard by one short blast, and if with her head to port by two short blasts and whilst turning shall repeat such signal to any approaching vessel, which shall take action to avoid collision.

Vessels crossing the fairway near the Locks

16. No vessel shall move across the fairway in the vicinity of the Locks whilst any other vessel is approaching, in or leaving the Locks.

Vessels crossing the fairway must not obstruct other vessels

17. Every vessel crossing from one side of the fairway to the other side or turning shall do so at a proper time, having regard to vessels navigating up and down the channel.

Whistle signals to be used between tug and vessel being towed

22. A power driven vessel and any vessel being towed by it when signalling to each other by means of a whistle shall use the following signals and no others:

(a) Signals to or from towing vessel ahead:

Tow ahead	One prolonged blast followed by three short blasts.
Tow to port bow	One prolonged blast followed by two short blasts.
Cease tow	One prolonged blast followed by six short blasts in succession

All signals to the vessel towing ahead shall be given by means of a mouth whistle.

(b) Signals to or from towing vessel astern:

Tow astern	Three short blasts.
Tow to port quarter	Two short blasts.
Tow to starboard quarter	One short blast.
Cease tow	Six short blasts in succession.

(c) Signals to all towing vessels:

Hold in position	One prolonged blast followed by one short blast followed by one prolonged blast followed by one short blast.
Let go	One prolonged blast followed by two short blasts followed by one prolonged blast.

Movement of vessels at boat races, regattas, etc.

24. The organizer of any boat race, regatta or any other occasion when a number of vessels is expected to assemble on the waters within the Harbour shall give not less than seven days notice thereof to the Harbour Master. All races and similar events shall be conducted on courses and at, times previously approved by the Harbour Master. All small craft not taking part in any authorized regatta shall not cause obstruction to any vessel taking part in the Regatta.

Master of power driven vessel to be on bridge

25. The Master of every power driven vessel shall be on the bridge of such vessel when under way, or if there is no bridge, at or near the helm, and shall remove or cause to be removed from the bridge any person not a member of the crew or a pilot.

Use of vessels by persons under 12 years of age

30. (i) For the purpose of this Byelaw the prohibited area shall mean the waterway of the Harbour lying inland of a line drawn between the southern extremities of the East and West Breakwaters and east of the Shoreham Footbridge.

(ii) No person under the age of 12 years shall be in charge of, and no person shall cause or permit such a person to be in charge of, a vessel navigating within the prohibited area.

Observance and construction of Byelaws concerning navigation

32. In observing and construing these Byelaws so far as they concern navigation, due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may render a departure from these Byelaws necessary in order to avoid immediate danger.

III AS TO BERTHING AND MOORING

Vessels to be properly moored

33. Every vessel shall be and at all times be kept properly and effectively moored when at any public or private quay, wharf or landing place.

No anchor to be put down except in emergency

34. No anchor shall be put down from any vessel whether at moorings or in any other place in the Harbour except:

- (a) in case of emergency;
- (b) for the purpose of swinging;
- (c) with the previous sanction of the Harbour Master.

Any anchor put down in a case of emergency shall be taken up as soon as practicable. The Master of a vessel which has slipped, parted from or lost any anchor, chain or cable within the Harbour limits shall forthwith give notice thereof to the Harbour Master and of the position of such anchor, chain or cable and if the Harbour Master so directs shall cause such anchor, chain or cable to be recovered as soon as practicable.

Attendance on board

35. The Master of any vessel, other than a small vessel, within the Harbour which normally trades to sea shall not absent himself from such vessel unless he leaves in charge thereof some person who shall continue in attendance on the vessel while it is afloat and is qualified and competent to shift or move the vessel and attend to the moorings of the vessel as the Harbour Master directs or as may be necessary. Such person shall carefully attend to the moorings of the vessel and to the sufficiency thereof and shall cause them to be slackened or hove in from time to time as may be necessary on the rise and fall of the water to prevent damage being done to that or to any other vessel or property within the Harbour.

Laying down moorings

36. No person shall lay down any moorings, buoys or other tackle within the limits of the Harbour for the purpose of establishing a mooring, without the consent of the Harbour Master.

Such consent shall be in writing and be subject to such conditions as the Harbour Master in his absolute discretion shall think fit.

In default or if any person to whom consent shall have been given shall fail to comply with any of the conditions of such consent or with any direction of the Harbour Master given there under, the Harbour Master may remove or cause to be removed the said moorings, buoys or tackle, and all costs and expenses reasonably

so incurred shall on demand be repaid to the Trustees by or be recoverable against the person so defaulting or failing to comply as aforesaid.

Lights on vessels moored abreast

37. Where two or more vessels are moored abreast and the outer vessel is within 75 feet of any part of the navigable channel in which vessels used for the carriage of cargo navigate, the outermost of such vessels shall during the period between sunset and sunrise exhibit at a height not exceeding 20 feet from the upper deck a bright white light in a position where it can best be seen.

If the Harbour Master shall consider it advisable for the safe navigation of vessels in the Harbour that a like light shall be exhibited upon any other vessel moored, whether an outside vessel or not, and shall leave an order on board such vessel to that effect, such light shall be exhibited accordingly and in a similar position to that hereinbefore prescribed.

No power driven vessel to have engines in motion except for purpose of navigation

38. No power driven vessel within the Harbour shall work her engines in such a manner that injury or damage shall be caused to the bed of the Harbour, mooring posts, dolphins, jetties or landing places or any other vessel or thing whatsoever. In particular no power driven vessel over 30 feet in length or having a draught in excess of 4 feet shall work her engines when attached to any post, dolphin, jetty or landing place, except for the purpose of navigating to or from a berth.

Vessels, etc. not to be improperly made fast to posts, etc.

39. No person shall make fast any rope, chain or tackle to any post, jetty, quay, ring, fender or other thing or place not assigned for the purpose.

IV. AS TO LOADING AND UNLOADING

Obedience to Harbour Master's instructions

40. The masters and owners of vessels in the Harbour and all receivers and shippers of goods, carters and others engaged in and at the Harbour shall obey all the orders and directions of the Harbour Master in regard to the loading and unloading of goods and the regulation of the traffic generally.

Radioactive cargoes

42. No nuclear fuel or other radioactive matter shall be brought into the Harbour unless the master or owner shall previously have obtained the permission in writing of the Harbour Master.

V. GENERAL

Boarding of vessels

43. The master of every vessel shall permit the Harbour Master to board such vessel at such time or times as he may desire so to do and shall not obstruct or permit the Harbour Master to be obstructed whilst on board such vessel.

Vessels to be kept in a moveable condition

44. Every sea-going vessel when not lying aground shall be kept at all times so loaded or ballasted or in such condition as to be capable of being safely moved.

Refuse, etc. in Harbour

46. No person shall deposit rubbish or other material in such a manner or place that it can not drift or fall into the Harbour, nor shall any person use as a fender on any vessel in the Locks any object that will not float on the surface of the water. No person shall deposit or cause to be deposited any trade or other refuse, rubbish or sweepings in any place in the Harbour other than in such places as the Harbour Master may approve, neither shall any person leave on or in any part of the Harbour any boat, or any gear or materials without permission being first obtained from the Harbour Master.

Dangerous or offensive matter in Harbour

47. No person shall without the consent of the Harbour Master, pour, pump or wilfully or carelessly allow to escape into the Harbour any dangerous or offensive matter.

Destroying or setting fire to vessels

48. No person shall set fire to destroy or break up any vessel or wreck within the Harbour without the permission of the Harbour Master having been first obtained and then only in such a position within the Harbour as may be approved by the Harbour Master in writing.

Drift or trawling nets not to obstruct navigation

49. No drift or trawling or other net shall be cast or placed in any part of the Harbour so as to be or likely to become an obstruction or danger to the navigation of vessels.

Removal of wrecks

50. The master of any vessel sunk or stranded shall immediately give notice to the Harbour Master of the occurrence and shall carry out the instructions of the Harbour Master as to lighting; buoying and removing such vessel.

The master of every power driven vessel towing another vessel or attached thereto for the purpose of towing or manoeuvring the same shall forthwith give a similar notice in the event of the sinking thereof through accident or other cause.

Hopper barges to be surveyed

52. The Trustees may from time to time order or direct that any hopper barge used for the conveying of ballast, rubbish or other substance or thing shall be examined by a competent surveyor and any such barge shall not, after such order or direction, be used for the conveyance of any ballast, rubbish or other substance or thing until such surveyor shall have certified it to be in proper repair and condition.

Vessels to have their names, etc. marked on them

53. Every vessel shall have its name conspicuously marked on its bows or on each side and shall in addition have on its stern sufficient means of identification such as its name and the name of its port of registry or the initials of the yacht club to which the owner belongs or the name of the port or place at which the vessel is usually kept (as may be appropriate).

Prevention of obstruction

55. No person shall without the permission of the Trustees bring, place or leave or permit to be brought, placed, or left any vessel, goods, rubbish or article of any description within the Harbour or at or upon the piers, quays, wharves or roads of the Harbour, or at or upon any property of the Trustees. Without prejudice to the generality of the foregoing, the approach to the said piers, quays and wharves and also a space 25 feet wide from the water frontage thereof shall at all times be kept clear and free from obstruction so as to permit the mooring and unmooring, loading and unloading of vessels.

Prevention of obstruction by vehicles

56. No person shall without first obtaining the written authority of the Harbour Master, place or leave or cause to be placed or left any vehicle at or upon the piers, quays, wharves or roads of the Harbour or at or upon any property of the Trustees; Provided always that such authority shall not be required in respect of a vehicle engaged in the business of the loading, unloading or carriage of goods. In every case such vehicle shall be placed or left in a position which will not interfere with the free and uninterrupted passage of any other vehicle.

Power of removal

57. For the purposes of Byelaws 55 and 56 the Trustees shall have power to remove any vessel, goods, rubbish, article or vehicle so brought, placed or left without permission or authority as aforesaid, and to recover the costs of so doing and of berthing or storing the same from the owner or other person having effective control of the same as a debt in any Court of competent jurisdiction. The Trustees shall not, whether such permission or authority shall have been given or not, be or become liable to make good any loss or damage to any vessel, goods, rubbish, article or vehicle so brought, placed or left, or removed by them as aforesaid.

Lights on vehicles

58. Every person who shall use or cause or permit to be used any vehicle in any place within the Harbour shall cause such vehicle to be lighted and kept lighted with the same lamps and in the same manner as if such place were a public highway.

Persons not to loiter on Trustees' property

59. Except in the exercise of a public right of way or a licence or other written permission of the Trustees, no person shall enter, be or loiter upon the locks, wharves, warehouses or other property or works of the Trustees without having proper business thereat.

Every person so being or loitering shall on the request of the Harbour Master or other agent or servant of the Trustees give a satisfactory account of himself and his business and in default may be forthwith removed and excluded from the premises of the Trustees.

Every person who is within the Trustees' property in the exercise of a public right of way or licence or any other written permission of the Trustees shall not loiter or hinder or obstruct the passage of any officer or employee of the Trustees or any other person in any way whatsoever.

No person shall enter or willfully remain upon any lock gate whilst it is in motion or pass over, under or behind any chain or barrier placed before or across the end of any such lock gate or step on any such lock gate before the chain or barrier shall have been removed therefrom by an officer or employee of the Trustees and no person other than an officer or employee of the Trustees shall remove, unfasten or interfere with any such chain or barrier.

Offensive language

60. No person while in the limits of the Harbour shall obstruct, impede, molest, threaten or interrupt the Harbour Master or any other officer, workman, agent or person whomsoever employed by the Trustees in the pursuance of his duties or in the execution of any works or use offensive or obscene language to the annoyance of any person.

Interference with plant

61. No person shall willfully or negligently damage or interfere with any navigation light, or any other light exhibited on the property of the Trustees, any chain, lifebuoys, machinery, plant, equipment or other material belonging to the Trustees.

Disfiguring notices

62. No person shall write, draw or mark with chalk or other material or substance, or post bills or placards, or commit any nuisance in or on or carve, cut, break, injure, disfigure or destroy any notice, notice-board, property, or any cargo, goods or articles of any description placed on the property of the Trustees.

Stones not to be thrown

63. No person whilst on the Trustees' property shall throw stones or any other object.

Dangerous animals

64. No person shall permit any ferocious dog or any dangerous or offensive animal to enter or remain on the property of the Trustees.

Control of dogs

65. Every person having any dog in any premises or on any road within the Harbour shall keep the same at all times properly controlled and so as to avoid any annoyance to any person or damage to any property.

Removal of shingle

66. Subject to the provisions of Section 45 of the Shoreham Harbour Act, 1926, no person shall remove any boulders, shingle, sand or other material from any place within the Harbour without the sanction of the Harbour Master.

Silencing noise of exhaust of engines of vessels

67. No Master of a vessel propelled by means of an internal combustion engine shall navigate or operate such vessel in the Harbour unless such engine is fitted with a silencer expansion chamber or other contrivance suitable and sufficient for reducing as far as may be reasonable the noise caused by the escape of the exhaust gases from the engine.

Regulations for preventing collisions at sea

68. Except as otherwise provided by these Byelaws, the Regulations for Preventing Collisions at Sea for the time being in force, made by Orders in Council in pursuance of the Merchant Shipping Act, 1894, shall apply to Shoreham Harbour and vessels navigating and being therein.

Saving of Harbour Master's and other powers, etc.

69. Nothing in any of these Byelaws contained shall be construed or read as in any way limiting or restricting the Harbour Master's lawful powers under any statute independently of these Byelaws, nor to relieve any person of any statutory liability for not complying with any directions given by the Harbour Master in pursuance of such powers nor to limit or restrict the exercise by the Trustees through their servants or agents of any right in law which they have as Owners of Harbour works or under any statute.

Penalties

70. Every person who shall make default or breach in the performance or observance of or offend against or contravene any of these Byelaws shall for every such default, breach, offence or contravention be liable to a fine not exceeding the sum of £20 and in the case of a continuing offence a fine not exceeding £5 for each day on which the offence is continued after conviction thereof. But where by statute any greater penalty is imposed for such or the like default, breach, offence or contravention, such greater penalty shall be substituted for the said £20, and it is expressly declared that the infliction and payment of any penalty shall not affect the liability of any person or vessel to answer in damages for any injury to any property or person arising from such default, breach, offence or contravention as aforesaid.

These Byelaws were confirmed on behalf of the Minister of Transport on 23rd December 1965.

SHOREHAM PORT AUTHORITY GENERAL BYELAWS (Amendment) 1986

Byelaws made 24th March, 1986

PART I. PRELIMINARY

Title and Commencement

1. These Byelaws may be cited as the Shoreham Port Authority General Byelaws (Amendment) 1986 and shall come into operation on the expiration of twenty-eight days from the date of confirmation thereof by the Secretary of State for Transport as from which date Byelaws numbered 4, 8, 15, 18, 19, 20, 23, 28, 29, 31, 41, 45, 51 and 54 of the Shoreham Harbour Byelaws made by the Shoreham Harbour Trustees on the twenty-ninth day of November One thousand nine hundred and sixty-five and Byelaw Number 21 of the Shoreham Port Authority General Byelaws (Amendment) made by the Authority on the fifteenth day of August One thousand nine hundred and seventy-five and Byelaw Number 26 of The Shoreham Port Authority General Byelaws (Amendment) 1978 made by the Authority on the Second day of March One thousand nine hundred and seventy-eight shall be revoked.

Application

2. These Byelaws shall apply to all parts of the port of Shoreham the limits of jurisdiction of which are set forth in Section 38 (Limits of Harbour) of the Shoreham Harbour Act 1926 amended by Section 33 (Extension of Harbour and Prescribed Limits) of the Shoreham Harbour Act 1949 as set out in the Schedule hereto and to the Harbour premises as defined in Byelaw 3 hereof.

Interpretation

3. In these Byelaws, unless the context otherwise requires, the following words or expressions have the meanings hereby respectively assigned to them:

'The Authority' means the Shoreham Port Authority as defined by Section 3 of the Shoreham Harbour Act 1926 as amended by Article 4 of the Shoreham Port Authority Revision Order 1968;

'Board sailing' means the navigation or propulsion of a sailboard and a sailboard means a vessel in the form of a flat raft or float, propelled by sail and navigated by an occupant;

'The Harbour Master' means the person appointed as such pursuant to Article 7 of the Shoreham Port Authority Revision Order 1968 and includes his authorised deputy, assistants and any other person authorised by the Authority to act in that capacity;

'The Harbour Premises' means the docks, quays, jetties, stages and all other works, land and buildings for the time being vested in or occupied or administered by the Authority;

'Hovercraft' means a vehicle which is designed to be supported when in motion wholly or partly by air expelled from the vehicle to form a cushion of which the boundaries include the ground, water or other surface beneath the vehicle;

'Master' when used in relation to any vessel means any person having the command, charge or management of the vessel for the time being;

'Owner' when used in relation to goods includes any consignor, consignee, shipper or agent for the sale, receipt custody, loading or unloading and clearance of those goods and includes any other person in charge of the goods and his agent in relation thereto; and when used in relation to a vessel includes any part owner, broker, charterer, agent or mortgagee in possession of the vessel or other person or persons entitled for the time being to possession of the vessel;

'Quay' means any quay, wharf, jetty, dolphin, landing stage or other structure used for berthing or mooring vessels, and including any pier, bridge, roadway or footway immediately adjacent and affording access thereto;

'The restricted area' means the waterways of the Port lying inland of a line drawn between the southern extremities of the East and West Breakwaters together with such part of the open sea as lies within a radius of 320 metres from the southern extremity of the West Breakwater but not including the waterways of the Port situate up river of a line drawn due south of the western extremity of Tarmac Wharf;

'Small vessel' means any vessel of less than twenty metres in length and less than two metres in draught;

'Vehicle' includes any vehicle propelled on rails, any machinery on wheels or caterpillar tracks, trailers, caravans and mobile homes and includes a hovercraft or any other amphibious vehicle;

'Vessel' includes every description of watercraft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.

PART II. NAVIGATION

Declaration of particulars of vessel

4. The master of a vessel arriving at the Harbour shall if required by the Harbour Master, furnish to him a declaration in the form to be obtained from him containing a correct statement of the tonnage and draught of the vessel, its last port of call, ownership and destination and particulars of its cargo.

Vessels to navigate with care

5. The master shall navigate his vessel with such care and caution and at such speed and in such manner as not to endanger the lives of or cause injury to persons or damage to property and as not to interfere with the navigation, manoeuvring, loading or discharging of vessels or with moorings, river banks or other property.

Vessels not to be made fast to navigation buoys or marks

6. The master of a vessel shall not make fast his vessel to or lie against any buoy, beacon or mark used for navigational purposes.

Notification of collisions, etc.

7. The master of a vessel which:
(a) has been involved in a collision with any vessel or property, or has sunk or grounded or become stranded in a Harbour area; or
(b) by reason of accident, fire, defect or otherwise is in such a condition as to affect its safe navigation or to give rise to danger to other vessels or property; or
(c) in any manner gives rise to an obstruction to a fairway;

shall forthwith report the occurrence to the Harbour Master (and as soon as practicable thereafter provide the Harbour Master with full details in writing) and where the damage to a vessel is such as to affect or be likely to affect its seaworthiness the master shall not move the vessel except to clear the fairway or to moor or anchor in safety, otherwise than with the permission and in accordance with the directions of the Harbour Master.

Vessels adrift

8. The master of a vessel which parts from its moorings shall as soon as possible report the same to the Harbour Master.

Shoreham Port Authority General Byelaw (Amendment) 1994

The Shoreham Port Authority in exercise of the power conferred upon them by section 72 of the Shoreham Harbour Act 1926 and by Article 30 of the Shoreham Harbour Revision Order 1978 and of all other powers them enabling hereby makes the following Byelaw.

Date of Commencement

This Byelaw shall come into operation on the expiry of twenty- eight days after its confirmation by the Secretary of State as from which date Byelaw No 9 of the Shoreham Port Authority General Byelaws (Amendment) 1986 made by the Authority on 24th March 1986 shall be revoked and the following Byelaw substituted therefor:

Signals controlling navigation

9. The master of a vessel in the Eastern and Western Arms, the entrance and approach to the Port and at the Locks shall throughout the twenty-four hours in every day observe the following signals:-

(1) MIDDLE PIER CONTROL STATION

Signal	Meaning
Amber light occulting every 3 seconds, focusing to seaward, by day and by night	Major vessel manoeuvring or about to leave the Port. No vessel shall enter the Port except that small vessels need not comply providing that they do not hinder

in any way the movement of the major vessel.

(2) LIFEBOAT HOUSE

Signal
Red light, occulting every 3 seconds, focusing over East Arm, by day and by night

Meaning
Major vessel about to enter the Port or leave the West Arm.
No other vessel to navigate in the East Arm except small vessels providing they do not hinder the movement of the major vessel.

Note: "Small vessel" means any vessel of less than twenty metres in length and less than two metres in draught.

(3) LIFEBOAT HOUSE

Signal
Red light, occulting every 3 seconds, focusing over West Arm, by day and by night

Meaning
Major vessel about to enter the Port or leave the East Arm for sea or pass from the East Arm to the West Arm.
No other vessel to navigate in the West Arm except small vessels providing they do not hinder the movement of the major vessel.

(4) PRINCE GEORGE LOCK - Signals focusing over East Arm

Signal
Three fixed red lights vertically

Meaning
No vessel shall approach the Lock entrance.

Green, white, green lights vertically

A vessel may approach for the purpose of entering the Canal.

(5) PRINCE GEORGE LOCK - Signals focusing over Canal

Signal
Three fixed red lights vertically

Meaning
No vessel shall approach the Lock entrance.

Green, white, green lights vertically

A vessel may approach for the purpose of leaving the Canal.

(6) PRINCE PHILIP LOCK - Signals focusing over East Arm

Signal
Three fixed red lights vertically

Meaning
No vessel shall approach the Lock entrance.

Green, white, green lights vertically

A vessel may approach for the purpose of entering the Canal.

(7) Prince Philip Lock - Signals focusing over Canal

Signal
Three fixed red lights vertically

Meaning
No vessel shall approach the Lock entrance.

Green, white, green lights vertically

A vessel may approach for the purpose of leaving the Canal.

This Byelaw was confirmed on behalf of the Minister of Transport on 1st July 1994.

PART III. BERTHING AND MOORING

Provision of proper fenders

10. The master and the owner of a vessel shall ensure that it is provided with a sufficient number of fenders adequate for the size of their vessel and, when berthing and leaving or lying at a quay or against other vessels, the master shall cause the vessel to be fended off from that quay or those other vessels or other property.

Vessels to be kept in a moveable condition

11. (1) The master of a seagoing vessel shall not, except where his vessel is lying aground, take any steps to render his vessel incapable of movement without the permission of the Harbour Master and, subject as aforesaid, shall at all times keep his vessel so loaded and ballasted and in such condition that it is capable of being safely moved.

(2) Where a vessel is at any time not capable of being safely moved by means of its own propulsive machinery, the master or owner shall inform the Harbour Master forthwith and give to him any further information which the Harbour Master may reasonably require.

Access across decks

12. The master of a vessel alongside a quay or alongside any vessel already berthed within the Harbour shall, if required so to do by the Harbour Master, give free access across the deck of his vessel for persons and goods to and from vessels berthed alongside his vessel.

Lost anchor, cable or propeller

13. (1) The master of a vessel which has slipped or parted from or lost any anchor, chain, cable or propeller, shall forthwith give to the Harbour Master notice thereof and, if possible, of the position of the anchor, chain, cable or propeller and, if the Harbour Master so directs shall cause it to be recovered as soon as practicable;

(2) The master of a vessel slipping or parting from an anchor or propeller shall leave a buoy to mark the position thereof.

PART IV. GOODS AND ROAD TRAFFIC

Precaution against goods, etc. falling into harbour water or the Authority's premises

14. The master of a vessel and a person undertaking the loading of cargo into, or the discharging of cargo from a vessel shall use or cause to be used such methods as the Harbour Master may direct for the prevention of any cargo, dunnage, ballast, or other materials from falling or escaping into the waters of the Harbour or on to the premises of the Authority and, if so instructed by the Harbour Master, the master shall not commence to discharge or take in any cargo or ballast or other material before the Harbour Master has had the opportunity of satisfying himself that such precautions have been taken.

Supervision of vehicles

15. A person having charge of a vehicle in the Harbour premises/dock estate shall at all times comply with any directions of the Harbour Master with respect to the loading, discharging, manoeuvring and removal thereof and shall not, without the permission of the Harbour Master:

- (a) leave the vehicle unattended anywhere within the Harbour premises, dock estate; or
- (b) take it into any shed or working area.

Loads not to leak, spill or drop

16. The owner, driver or other person having charge of a vehicle in the Harbour premises/dock estate shall not permit any substance to leak, spill or drop from the vehicle.

Driving on weighbridges

17. No person shall drive or otherwise operate a vehicle across any weighbridge within the Harbour premises/dock estate except for the purpose of weighing the vehicle.

Accidents to be reported

18. Any person driving or otherwise operating a vehicle involved in an accident in the Harbour premises/dock estate whereby any injury is caused to any person or any damage is caused to any property shall stop the vehicle and report the accident to the Harbour Master and shall give his name and address to the Harbour Master.

PART V. GENERAL

Navigation under influence of drink or drugs prohibited

19. A person shall not navigate or operate the engines of any vessel in the Port whilst under the influence of drink or drugs to such an extent as to be incapable of taking proper control of the vessel.

Vessels not to be fumigated without permission

20. The master or, owner of a vessel shall not cause or permit it to be fumigated without the prior permission of the Harbour Master.

Removal of moorings, buoys and other tackle

21. A mooring, buoy or similar tackle shall forthwith be removed by its owner or any other person claiming possession of it if the Harbour Master so directs.

Dumping in harbour waters prohibited

22. No person shall deposit or throw into the waters of the Harbour any rubbish or other material whatsoever or place it in such a position that it can fall, blow or drift into the Harbour.

No dragging or grappling without permission

23. No person shall drag or grapple for any material or article nor remove the same from the bed of any water area of the Harbour without the written consent of the Harbour Master.

Abandonment of vessels prohibited

24. (1) No person shall abandon a vessel on the banks or shore of the Harbour;
(2) For the purposes of paragraph (1) of this byelaw, a person who leaves a vessel on the banks or shore of the Harbour in such circumstances or for such a period that he may reasonably be assumed to have abandoned it shall be deemed to have abandoned it there unless the contrary intention is shown.

Boardsailing, surfboarding, underwater swimming and fishing

25. (1) No person shall engage or take part in the restricted area in boardsailing, surfboarding, underwater swimming or diving operations except with the written permission of the Authority given either specifically or generally and only in such areas as may be designated and in accordance with such reasonable conditions as may be imposed.

(2) A master whilst using his vessel for the purpose of towing a water skier or a person aquaplaning shall have on board at least one other person capable of taking charge of the vessel and of giving such assistance as may be reasonably required during the towing and in the recovery of the water skier and shall carry:

(a) for each person on board a life jacket manufactured in accordance with the appropriate British Standards Specification or a personal buoyancy aid of the Ship and Boat Builders' National Federation approved type, two hand-held distress signals and a fire extinguisher;

(b) for each person water skiing or aquaplaning, a rescue quoit with line or other sufficient hand-thrown rescue device.

(3) No person shall engage in kiting or parachute towing in the Harbour without the prior written consent of the Authority given either specifically or generally and in accordance with such reasonable conditions as may be imposed by the Authority.

(4) No person shall cast any fishing line from the piers, breakwaters, quays, jetties or other property of the Authority to the danger, annoyance, harm, injury or damage of any person or any vessels navigating in the Port and all such fishing lines shall be withdrawn to permit the passage of all such vessels.

Assistance to Fire and Other Services

26. The master of a vessel shall give every reasonable facility and assistance to the fire, police, ambulance and other emergency services for dealing with, alleviating or preventing any emergency.

Fire precautions

27. The master of a vessel shall take all reasonable precautions for the prevention of accidents by fire.

Declaration of defects, etc.

28. (1) The master of a vessel, having in her any defect condition or state of affairs which might affect the safe navigation of such vessel within the Port or endanger other vessels or property therein, shall not enter the Port unless:-

(a) he shall have first declared to the Harbour Master such defect condition or state of affairs in her; and

(b) the Harbour Master shall have thereafter granted permission for such vessel to enter; or

(c) the vessel does not exceed twelve metres in length in which case the master of such vessel shall, where practicable, inform the Harbour Master of the circumstances before entering the Port or, if this is not practicable, as soon as possible after entering the Port and shall in any case on entering the Port conform with the directions given by the Harbour Master as to the navigation and berthing of such vessel.

(2) If in any vessel within the Port any defect condition or state of affairs arises which might affect the safe navigation of the vessel or endanger other vessels or property the master shall forthwith give notice thereof to the Harbour Master.

(3) The master of any vessel in which such defect condition or state of affairs exists shall observe and carry into effect such precautions as may then or thereafter in respect of that particular vessel be prescribed by the Harbour Master for the purpose of safety and no such vessel shall proceed from a safe position in the Port except with the permission of the Harbour Master and under such conditions as he may prescribe.

Penalties

29. (1) Any person who contravenes or otherwise fails to comply with any of these byelaws or any condition, requirement or prohibition imposed by the Harbour Master in the exercise of the powers conferred upon him by these byelaws shall be guilty of an offence and be liable, on conviction before a court of summary jurisdiction, to a fine not exceeding £200.00 and, in the case of a continuing offence, a further fine not exceeding £20.00 for each day during which the offence continues after conviction therefor;

(2) Where the commission by any person of an offence under these byelaws is due to the act or default of some other person, that other person shall be guilty of an offence by virtue of this byelaw whether or not proceedings for the offence are taken against any other person;

(3) In any proceedings for an offence under these byelaws, it shall be a defence for the person charged to prove:-

(a) that he took all reasonable precautions and exercised all due diligence to avoid the commission of such an offence; or

(b) that he had a reasonable excuse for his act or failure to act.

(4) If in any case the defence provided by paragraph (3) (a) of this byelaw involves the allegation that the commission of the offence was due to the act or default of another person, the person charged shall not, without leave of the court, be entitled to rely on that defence unless, within a period ending seven clear days before the hearing, he has served on the prosecutor a notice in writing giving such information identifying or assisting in the identification of that person as was then in his possession.

These Byelaws were confirmed on behalf of the Secretary of State for Transport on 12th June 1986.

SCHEDULE

Section 38 of The Shoreham Harbour Act 1926 as amended by Section 33 of The Shoreham Harbour Act 1949

LIMITS OF HARBOUR

The Harbour shall include the area enclosed by an imaginary line commencing at the line of high water mark of ordinary spring tides at the southern side of Old Shoreham Bridge on the eastern side of the River Adur proceeding thence following the line of high water mark of ordinary spring tides in a southerly and easterly direction along the eastern and northern sides of the River Adur and the docks, wharves, lands and works for the time being of the Trustees and the northern side of the Wish or Wish Pond and sluicing reservoir to the eastern extremity thereof thence to a point due south six hundred yards thence due west to a point due south of a point four hundred yards due west of the southern extremity of the most western pier at the entrance of the Harbour thence due north to the high water mark of ordinary spring tides on the south side of the River Adur thence following high water mark of ordinary spring tides to the south side of Old Shoreham Bridge and thence across the River Adur on the south side of such Bridge to the high water mark of ordinary spring tides at the eastern side of the River Adur.